





To-day's  
Advertisements.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, on MONDAY, the 20th instant, at 8.30 for 9 o'clock, precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 21st January, 1899. [108a]

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND  
IN THE MATTER OF THE PETITION OF AUGUSTE COLLETTE FILS AND AUGUSTE BODIN FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR IMPROVEMENTS IN APPARATUS FOR THE MANUFACTURE OF ALCOHOL BY SACCHARIFICATION AND FERMENTATION BY MEANS OF MUCEDINEAL.

NOTICE is hereby given that the PETITION SPECIFICATION and DECLARATION required herein by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and it is the intention of the said AUGUSTE COLLETTE FILS and AUGUSTE BODIN by HENRY LARDNER DENNIS of Victoria, Hongkong, their duly authorized Agent to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on WEDNESDAY, the 8th day of February, 1899, at 11 o'clock in the Forenoon.

Dated this 21st day of January, 1899.

H. L. DENNIS,  
Solicitor for the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Milroy, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st January, 1899. [102a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Baharut, will be despatched for the above Ports, on TUESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st January, 1899. [107a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG,"

Captain Dawson, will be despatched as above on TUESDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st January, 1899. [103a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on THURSDAY, the 26th instant, at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st January, 1899. [60a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Moore, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 21st January, 1899. [104a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, CALCUTTA AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oriental*.

From Persian Gulf, ex B. I. S. N., and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.

No Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.

Hongkong, 21st January, 1899. [1-w]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "COLUMBIA"

FROM PORTLAND OR YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 21st January, 1899.

To-day's  
Advertisement.

NOTICE.

THE ANNUAL MEETING of the SHAREHOLDERS in and SUBSCRIBERS to the CITY HALL will be held in the LIBRARY of the CITY HALL, at Half-past Twelve o'clock, on MONDAY, the 23rd day of January instant.

H. L. DENNIS,  
Secretary.

Hongkong, 21st January, 1899. [106a]

## Intimation.



A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

A.—THORNE'S BLEND, White

Capsule ..... \$10.80

B.—WATSON'S GLENORCHY

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark ..... 10.80

C.—WATSON'S ABELOUR

GLENLIVET, Red Cap-

sule, with name and

Trade Mark ..... 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Violet

Capsule ..... 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY,

Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S

GLENORCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABELOUR-GLENLIVET is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

sours to be the best brand in the

Hongkong market.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

Established 1841.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 21, 1899.

## NOTES AND COMMENTS.

We publish in another column a letter

from the Deputy Assistant Adjutant General

informing us with reference to the death of

SAPPER JAMES GREEN, and to our comment

on the 18th instant, on that event, that per-

mission was granted by the coroner, Captain

HASTINGS, for the holding of a *post-mortem*

on the body, and that on the result of the

*post-mortem* being communicated to that

officer he authorised the burial, dispensing

with any formal inquiry into the cause of

death. We are much obliged to the Military

Authorities for their courtesy in furnishing

us with this information and we are very

pleased indeed to find that we were mistaken

in our supposition, that any action had been

taken by them without authority of law,

either in regard to the holding of a *post-*

*mortem* or in regard to the burial. We have

now to ask the Coroner why there was no

inquest? We believe, from all we have

learned, that there was no absolute necessity

for any inquiry in this case, but we still

adhere to our previously expressed opinion

that in every case of a sudden death there

should be an inquiry and evidence, other

than medical, showing the circumstances

attending the death. Such an inquiry might

well show that although the death is

fairly accounted for on medical grounds it

may have been accelerated or induced by

the careless or criminal action of persons

about or connected with the deceased. The

same principle that justifies a formal inquest

in the case of every prisoner in goal, would

justify it in the case of every soldier. He

is out of his own control. He is under the

exclusive control of special authority. We

should think that the military authorities

would in all cases of this kind desire to

have an inquest rather than not. The re-

sponsibility is in this case, however, clearly

with the civil officer the Coroner.

We have frequently drawn the attention

of the Authorities to the danger of allowing

the Rifle Ranges at Kowloon to be used now

will show. These staffs show the marks of bullets and it is certain that for one that happens to hit them there must be very many that pass over the tops of the hills and find a bill in the valley at the back of them. It may be argued that this valley is little frequented and that few accidents have occurred, but this is not the point. A public road runs through the valley and it is daily becoming more popular as a walk for Europeans, particularly during the winter months, and therefore steps should be taken to render this road safe. It is not sufficient that our rifle range should be comparatively safe, it must be absolutely so, and steps should be taken by the authorities to see that accidents from ricochets or high flying shots are impossible.

We are told that the Kowloon hinterland now belongs to us, though we have as yet seen no signs of its being taken over, and at the foot of the range just over the old border it is certain that many much safer sites for a rifle range could be found. Were the ranges moved further back, the ground now occupied by them could be disposed of for building purposes, or, better still, could be reserved as a public park and recreation ground, which latter project, we understand, is already under consideration. Still we all know that in Hongkong there is a wide difference between a matter being under consideration and its being put into execution, as witness the erection of the Queen's Statue and the construction of the road round the island. We certainly think that the matter of a new site for the rifle ranges should be taken in hand at once and not allowed to drag on from year to year, or until some grave accident brings the want of safety of the present site forcibly before the public. If the matter is to take as long in being settled as the taking over of the hinterland appears to be doing we may well look upon it as something to be accomplished by our grandchildren.

## REUTER'S TELEGRAMS.

MR. CHAMBERLAIN AT WOLVER-

HAMPTON.

LONDON, January 19th.

Mr. Chamberlain speaking at Wolverhampton quoted statistics against the *Little Englanders*, showing that trade follows the flag. He referred to the removal of several sources of irritation between France and Great Britain, mentioning the Niger question and the withdrawal of the French claim for an extension of the settlement in Shanghai. Mr. Chamberlain added that the questions of Madagascar and Newfoundland might disturb friendly relations with France unless they were settled.

THE GORDON MEMORIAL COLLEGE

AT KHARTOUM.

At a meeting of the General Council of the Gordon College, it was announced that the total fund amounted to £118,119.

THE DREYFUS AFFAIR.

Major Esterhazy has returned to Paris.

## WEATHER REPORT.

The Observatory report says:—On the 21st at 11.30 a.m. Pressure is very little changed. The anticyclone remains central over N. China. Gradients slight to moderate on the coast, rather steep with strong monsoon in the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

## LOCAL AND GENERAL.

The football match Kowloon v. H.M.S. *Victorious* was won by the former by 2 goals to 1.

We are informed that the Band of the Hong-

kong Regiment will not play in the grounds of

the Officers' Mess at Kowloon on Sunday after-

noons, until further notice.

THE Hon. Treasurer of the Alice Memorial

and Netherlands Hospitals begs to acknowledge

with thanks the following donation to the

funds of the Hospitals:—

Kowloon Naval Depot.....\$40

A NATIVE paper learns that the Japanese

Government's proposal for the establishment

of a Japanese Legation at Madrid and a Con-

sulate at Odessa have been rejected by the

House of Representatives.

A MEETING will be held at the Chinese

Chamber of Commerce, to-morrow, the 22nd

inst., at noon, to discuss the question of the

"Open Door" Policy and to pass resolutions,

to be forwarded to Lord Charles Beresford.

The public are invited to attend.

EIGHTEEN teams have entered for the Hong-

kong Football Challenge Shield. The draw

for the first round is to take place on Monday

next, and the first match will be played on the

following Saturday. The shield is on view

at Messrs. Falconer & Co's, Queen's Road

Central.

LAST night a fire caused by some burning

charcoal igniting some rubbish, took place at

a sausage-making establishment at 234, Holly-

wood Road. The Fire Brigade, in charge of

the Captain Superintendent, was soon on the

spot, and saved the first and second floors and

also the adjoining premises, but the third floor

was destroyed, damage being done to the ex-

tent of \$1,500. The premises are insured in

the Chai On Insurance Company for \$1,600.

THE German Imperial Post Office recently

issued a notice which indicates that ordinary

letters and registered letters can henceforth be

forwarded to Port Arthur and the Far East,

under the general conditions of the universal

mail regulations of July 7th, 1891, by way of

Eyotkuhnen, Wirbellen, Vladivostok, partly

by rail and partly by mail coach, the whole

route to Vladivostok taking about twenty-

seven days. From Vladivostok the letters,

&c., go to their destination (Port Arthur) by

steamer. A powerful ice-breaking steamer is

at hand at Port Arthur to keep that place open

all the winter if necessary.

MAJOR-GENERAL Gascoigne held his inspection of the Royal Welsh Fusiliers this morning, on the military parade ground. Before dismissing the men he complimented them upon their clean and soldierlike appearance at their recent rough experiences on active service in Crete.

ACCORDING to the Vienna correspondent of the *Daily Mail*, a Hungarian village lawyer shot two men who had killed his pet dog. He was arrested, put on his trial for murder, and acquitted by a jury of Hungarian citizens. The anti-Magyar journals have not failed to make capital out of this verdict, which establishes a precedent that a dog's life is worth that of two men.

This morning another member of the new regiment was brought before Captain Hastings at the Magistracy, his name being Edward Tinsley, and he was charged with the serious offence of stealing a watch, valued at \$5, from the Li Ting Jeweller's shop, 154, Queen's Road Central. It appeared that on Friday night Tinsley went into the shop in question and asked to see some rings. Several were shown to him, but he pretended to be dissatisfied with them, saying that they did not fit properly. He then asked to be shown some cheap watches and a couple were placed before him. While examining them he said he should want a guard. The shopman turned round to get some and Tinsley was seen by another shopman to slip one of the watches up his sleeve. When charged with the theft he said he had no watch and left the shop, going to the Colonial Hotel and entering into conversation with some other soldiers there. On his coming into Queen's Road again the shopman, who had followed him, told P. C. McEwaid what had occurred, and the constable arrested defendant and took him to the Central Police Station. When searched the watch could not be found on him, and it is presumed that when in the Colonial Hotel he handed it to one of his mates. We man was quite sober at the time and his conduct is consequently all the more reprehensible. The Magistrate, in sentencing him to 42 days with hard labour, said there had been several soldiers up recently for being drunk and disorderly. This was no great discredit, but a man who was guilty of stealing was a disgrace to the British Army.

MESSRS. Benjamin, Kelly and Potts in their



emphasising the remarks of Mr. Wagstaff. He thoroughly believed in a peace policy. He must say that he had preached to the directors, but he was getting easier and quieter now because they were doing their best, and he should like to say, because it would come better from him than anybody else, that he should like to find fault with the shareholders. They had nearly 1,000 shareholders, some of whom were in the very highest position in this world. They were connected with men of equal position, and they could with a single word often help this company forward, but they, as he had said at the dinner the other day, did not. There were 536 shareholders out of 1,000 who have held their shares for seventeen years, and therefore they must have confidence in the company. There were coal areas all over the place undeveloped, and they also believed that gold was to be found in large quantities. Then, with regard to timber, there were many of their shareholders who could start a syndicate for developing that product. Tobacco was another product which would pay to work, as would cotton and indiarubber. Then, as to their shares, he would say stick to them. Do not throw them away for a few shillings.

Mr. Coleman said that with regard to what the chairman had said about the limited capital, they had shares which were not fully paid up, and he should be only too pleased to make the directors more capital to develop the country. Of course it was a question for the directors whether it was wise on their part to call this capital up, and whether they think the majority of the shareholders can afford to pay for the shares.

Sir Charles Jessel, in reply to the last speaker, said that as a matter of fact they were to pay up all the unpaid shares it would be a more drop in the ocean to what they could spend. He thought if they paid up the rest of what were still owing, it would only amount to from £50,000 to £100,000, which would be a mere flea bite. What he thought the Board had in view was simply this: of course the present capital was insufficient, and they would have to come one day or another to the public for more money, but two things would have to occur before that—one thing was, that the country must prosper, and secondly, the country must have confidence in the company and in the directors. When those two things had occurred he did not think there would be the slightest difficulty in raising the necessary capital.

Mr. Bruce Gardyne said he had had considerable experience in railway building, and he knew a great deal about railways, and it seemed very remarkable what they had been able to do in the construction of railways so far. The line he wanted to suggest they should take is to develop the country by constructing railways. There was one district which the chairman said was thickly populated district. Would it not be possible by means of a subordinate or subsidiary company to develop that part of the country by the building of a railway?

The Chairman, in the course of his reply, said: I think I can assure Mr. Gardyne and gentlemen who have referred to this subject that this is engaging the directors' attention; in fact, negotiations are in progress to that end. I am not justified in saying more at present, but if Mr. Bruce Gardyne, who has had great experience in the construction of railways in different countries, or any other shareholder, would have an interview with our managing director and give him any hints, I am sure he would value them. Mr. Wagstaff wished that the company should work up a 2 or 3 per cent. dividend. You know it is quite impossible when you look at the books on which this company is founded to squeeze or press the shareholders. I am not talking from a philanthropic point of view, but from a practical point of view. You cannot squeeze them with a heavy taxation for you would kill the goose that laid the golden eggs at once. You cannot put any heavy imposts on any goods you might mention that would raise sufficient income, because the first effect would be to drive the people out of the country, and then there would be no income at all. You have gradually to get what you can. We will do what we can. We held that every man, woman, and child who goes into the country is a source of revenue, and if the railway could be worked up the revenue would come in quickly. I quite agree with Mr. Wagstaff that we want to get 3, 4, or 5 per cent., but we cannot do that by increasing the taxation without any chance of increasing the revenue and not curtailing it. I regret to say that one or two people objected to the dinner which is held annually. The company does pay a small amount towards the cost; but it is one of the cheapest advertisements that we can get. If we spent the money in any other way we could not get half the result.

Mr. Hildyard: It has added £10,000 to the shares since January. (Applause.)  
A vote of thanks to the chairman and the Court of Directors terminated the proceedings.  
—L. & C. Express.

## FROM HOME PAPERS.

**LIEUTENANT "SCHAI."**  
Lieutenant "Schai," of the Chinese navy, who was sent to Europe to superintend the building of some torpedo-boats at Heligoland, has been sent to a German lady, and married recently in Heligoland. He does not, however, propose to take her to the Far East, and has resigned his appointment, with a view to starting in business at Hamburg.

**A "PECULIAR" PERSON.**  
Thomas George Senior, one of the "Peculiar People," was recently sentenced to four months' hard labour by Mr. Justice Wills at the Central Criminal Court, his lordship observing that upon persons of this kind it was necessary to adopt drastic views from a sense of justice, before the world is accented or original.

**THEFT OF AMMUNITION.**  
About 50,000 rounds of ammunition were recently abstracted from the magazine at Hounslow Barracks, and a Court of Inquiry has been sitting to investigate the theft, but without success. The most curious circumstance in the case is that, in order to get at the ammunition, the thief would have to pass four strong doors, one of which is in full view of the guard at the barrack gate.

**LIEUTENANT HOBSON'S KISSING.**  
Lieutenant Hobson's kissing campaign has attracted the attention at the Navy Department. His official superiors consider that the gallant officer's conduct is open to criticism, but as there is nothing in the Navy regulations relating to osculation, the department has decided to send the young man to a distant post. He is now on his way to Manila, and has been refused temporary leave of absence.

**SEVERAL CORRESPONDENTS HAVE WRITTEN TO MR. HENRI HEATON, M.P., asking him if he could see his way to urge the postal authorities to extend the Imperial penny postage scheme to letters directed to officers of the Navy serving on foreign stations. From a letter sent by the Postmaster-General to a clergyman, whose son is in the Navy on the China Station, it would appear that the postal authorities are considering the subject.**

**A TRAGEDY IN UGANDA.**  
A painful tragedy is reported from Uganda. Captain Dugmore, one of the Protectorate off-

cials, suddenly lost all mental control and shot his colleague, Captain Cook. He was taken down to the coast to Mombasa for trial, but was too ill to plead, and died on Nov. 10th. His insanity is attributed to the hardships and strain of the recent campaign in which he had taken part.

**FASHIONABLE MARRIAGE.**  
There was a fashionable assembly at St. Mark's Church, North Audley-street, on Dec. 13, when Mr. Henry Hopkinson, of the Seaforth Highlanders (who was wounded in the battle of Omdurman), son of Mr. G. H. Hopkinson, late of Edgemoor Manor, Cirencester, was married to the Hon. Mabel Frances Letitia Parnell, youngest daughter of the late Lord Congleton and the Dowager Lady Congleton, of 13, Bryanston-square, W., and half sister of the present peer.

**THE GORDON HIGHLANDERS.**  
An enthusiastic welcome was accorded the Gordon Highlanders, the heroes of Dargai, on their arrival in Edinburgh on 9th ult. General Chapman, Commanding the Forces in Scotland, the Earl of Rosebery, and the Lord Provost of Edinburgh were amongst those who met the regiment at Waverley Station. The Highlanders were marched along Princes-street, and a crowd of many thousands mingled with the soldiers and completely broke up the ranks. No regiment has had such a reception since the return of the Ross-shire Buffs from India, forty years ago.

**THE BURMA-CHINESE FRONTIER.**  
A Rangoon wire to *The Times* says it is now clear that the Chinese will give no assistance in delimiting the frontier. Liu, the Chinese representative, met Mr. Scott at Nampung, and the party advanced up the Taiping river demarcating the boundary. Liu is merely the delegate of the Viceroy of Yunnan, who has given him no definite instructions, having received none from Peking. He accompanies the British officers, but takes no part in the operations. His only desire, apparently, is to avoid degradation, so he meets every proposal with a protest.

**RUSSIA'S DISARMAMENT.**  
The report that Russia, in consequence of the Tsar's proposals for disarmament, will not devote the 9,000,000 roubles (£1,000,000) formerly decided on to the construction of warships, is a St. Petersburg telegram states, is inaccurate. The Ministry of Marine has already disposed of the ninety millions, and, indeed, has contemplated increasing this sum. The Minister of Finance will place the next big order for ships with an English firm. Russian firms say a St. Petersburg correspondent cannot supply the quantity required, and Germany, on account of the shortness of time required for delivery, has refused the order. The Russian Minister has therefore been obliged to turn to England.

**TURKEY.**  
The dedication ceremony of the Russian Church erected near San Stefano, in memory of the troops who died during the war with Turkey, was of a most imposing character. When the Grand Duke Nicholas reached Galatari the consecration service was nearing its close, but he was in time to attend the *Te Deum* for the Tsar which followed the other ceremony. It was a noticeable fact that no representative of the Sultan or of the Turkish Government was present, the sole Ottoman official seen on the occasion being General Ahmed Ali, who has been appointed by Abdul Hamid to attend on the Russian Prince during his stay in Turkey. Rumania was not represented at all.

**PLAGUE INFECTION.**  
One of the curiosities in connection with the outbreak of plague in Bombay and in other parts of Asia was the discovery of large numbers of plague-stricken rats. It is now well recognised that rats not only herald the advent of the plague, but help to spread it. In part they do this directly; but M. Simond, who writes on the subject in the *Revue Scientifique*, has discovered a far more subtle method by which the plague virus may be transferred. He found by a large number of experiments that rats taken from plague-stricken rats can communicate the disease to healthy animals. This carries out the theories formed by other scientific men in respect of the transference of germs by insects—of Yersin, who found that flies can transmit plague bacilli, and of Dr. Koch and Surgeon-Major Ross, who convicted the mosquitos of carrying malaria.

**LIVERPOOL CHAMBER OF COMMERCE.**  
At a meeting of the Liverpool Chamber of Commerce on 8th ult., a long memorial to Lord Curzon of Kedleston, drawn up by the East India and China trade section, was considered. The memorial asked for the new Viceroy's assistance. In completing the Burma-Shan-China railway (from Mandalay to Kunming) and the Valley of the Yangtze River in constructing a railway from Rangoon to Moumein or the vicinity of those ports, to connect with the railways of Siam. One of the speakers at the meeting mentioned that the general trade committee had been informed by the India Office that the railway surveys in Yunnan had not been undertaken by the Government of India, but by a private company.

**COURT LIFE AT PEKING.**  
In the course of a lecture at Liverpool on "Behind the Scenes in the Court Life of Peking," over which Mr. E. H. Parker presided, the Rev. Gilbert Reid said:—"The Empress Dowager was a woman of remarkably strong will, dictatorial in character, tyrannical in disposition, and not inclined during her lifetime to see even an Emperor carry out measures without her consent. It was wrong, however, to suppose that she was altogether opposed to progress. Those who were associated with the Empress Dowager as her special advisers were, just at present, mostly of the Manchurians, one of them, who was at the head of the army in the North and the Grand Secretary next in rank to Li Hung-chang, by the name of Jung Lu, had always been very friendly to foreigners. He was a man of great diplomatic skill, and very politic, always cautious, and of the best type of Chinese official life. The trouble that existed in the Peking Court was not that of opposition to progress, but that of personal jealousies and suspicions, stirred up by the mutual rivalries of foreign Powers."

**SCHOOL OF TROPICAL MEDICINE.**  
The British Medical Journal has authority from the Foreign Office to state that Lord Salisbury has intimated his desire that the Protectorates under the administration of the Foreign Office should participate in the benefits which will be derived from the establishment of the new School of Tropical Medicine, and that the Lords Commissioners of Her Majesty's Treasury have consented in principle to the Protectorates making the requisite contribution to the funds necessary for carrying out the scheme. Lord Salisbury will also nominate a representative on the board of management of the Seamen's Hospital Society. The project for the new school has met with an unexpected amount of opposition on the part of the medical profession, distinguished members of which maintain that the required instruction can be obtained at Netley.

**NEW BATTLE PICTURE.**  
Mr. Canon Woodville has finished his picture depicting the charge of the 21st Lancers at Omdurman. The artist, who has had the assistance of Col. Manley as regards details, has made a stirring battle scene. The Lancers

have just entered the nullah, and are among the Derivishes. Lieut. Grenfell, his horse hamstrung, and his rider falling back dead in the saddle, is in the forefront. Lieut. Montmorency, V.C., on a white horse, striking a blow at a mounted mail-clad Derivish, appears in the centre. It was on the Derivish's armour that Lieut. Montmorency's sword doubled up, by his opponent being subsequently run through by a tri-fer. Col. Martin, C.B., on a white horse and unarmed, cheering on his men; Capt. Kenna, V.C., waving his sword, and Private Byrne, V.C., running a Derivish through, are among the other prominent figures in the charge.

**THE NEW REGIME IN CRETE.**  
The Admirals have published a proclamation to the Cretans announcing the establishment of a new regime and the terms of Prince George's appointment as High Commissioner, and adding that the arrival of the Prince will end their mission. They are happy to have contributed to the liberation of the island, and hope that under Prince George's rule its people may find union and prosperity.

The *Daily Mail* understands that the present British occupation of Crete will probably become permanent, and that on identical lines with our position in Egypt. It was hoped at first that we should be able to leave Crete at any early date, but it is now considered that the present state of affairs may result in an occupation which may last for many years.

A *Times* telegram announces that "the new Cretan flag will bear a white cross on a blue ground with a smaller white cross on a red ground in the top left-hand corner." The Turkish and Greek colours "will thus be combined."

**THE KAISER'S WARNING.**  
The German Emperor has been talking to the President and Vice-President of the Reichstag on the foreign situation. Without being too pessimistic (says a Berlin correspondent) His Majesty left no doubt that he had to look forward to more or less restless, not to say disquieting, times. "Although," said His Majesty, "we are on a peaceful and friendly footing with all the Powers concerned, the international situation requires great attention, as, indeed, every layman can see for himself, and it is, therefore, necessary to carry out the proposed perfecting and completing of the Army." The *Daily News* Paris correspondent is able to furnish further details of the Kaiser's remarks concerning Great Britain in his conversation on Sunday with the President of the Reichstag. Germany, in the opinion of His Majesty, sees the necessity of meeting half way the advances made by England. While she is not willing to fight the battles of Great Britain or any other Power, she cannot be blind to the danger which might arise were England defeated in a war with France and Russia. It is stated that the three officials of the Reichstag left the Emperor's Chamber with the conviction that the German Emperor is sincerely uneasy about the cause of European peace.

**OFFICIAL REPORT ON VACCINATION.**  
The supplement to the twenty-seventh annual report of the Local Government Board for the year 1897-1898 containing the medical officer's report on the proceedings of the Medical Department was issued on December 13th. Sir Richard Thorne in the course of his remarks observes that the digest of the vaccination officers' returns as concerned with the births during 1895, the most recent period for which final information is procurable. This digest shows that of 925,512 births 20½ per cent. could not be traced or were finally unaccounted for as regards vaccination. The proportion of unaccounted-for births in the population was 24½ that for the rest of England was 19½, both of which rates, says the medical officer, show a still further increase of failure to comply with the provisions of the Vaccination Acts which has been steadily growing for some fifteen years. Indeed, adds Sir Richard, if allowance be made for the further falling off in this respect which is believed to have occurred since 1895, the number of children now born in England and Wales who in one way or other escape vaccination is probably not much less than one-third of the whole. In this way the country is being prepared for widespread epidemics of smallpox such as have been unknown to the present generation.

**SIR EDMUND MONSON'S SPEECH.**  
Sir Edmund Monson's plain speaking in Paris has afforded the French Press a new text for bitter sermons directed at Great Britain. A semi-official communiqué of the British Ambassador, in which he sought to show that he entertains no feelings of unfriendliness towards France, has not had a soothing effect. The French publicist has made up his mind that England is seeking for an opportunity to fight France, and regrets only that the incompetency of the Quai d'Orsay permitted England to be overwhelmingly smitten at the moment when the crisis came. France, we are told, has been eager for English friendship. If some of us have been altogether blind to this friendly feeling, the explanation, no doubt, is due to the playful habit which France has of dissembling her love, British hostility is now clear to all French minds, and the result is that France must reluctantly seek friends elsewhere. Where shall she turn? 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## Intimations.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 22nd January, at 4 P.M.
HIROSHIMA MARU.....	DOMBAY (VIA SINGAPORE) and COLOMBO.	TUESDAY, 24th January, at Noon.
KINSHU MARU.....	SEATTLE, (WASH., U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 26th January, at 4 P.M.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th January, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th January, 1899.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ &amp; CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLESFOR  
MILITARY  
EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co., Paris

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &amp;c., &amp;c.

Sale Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 14th May, 1896.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the famous CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES &amp; BICYCLES—PRICE, \$185.

A special reliable Watch made for this Climate. Quality A—\$16. Quality B—\$12.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

KUHNS &amp; KOMOR.

JAPANESE FINE ART CURIOS, 21 &amp; 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA, and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

CARBOLINEUM VARNISHES USED FOR OVER 20 YEARS With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSMANN &amp; Co. Hongkong, 11th September, 1896.

CHS. J. GAUPP &amp; CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis-Audemars-Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 &amp; 56, Queen's Road Central. [30]

MITSUBISHI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents for—Mitsui Coal Mines, Onoda Cement Company, Japan, Kanegatani Cotton Spinning Mill, Japan, The Nippon Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

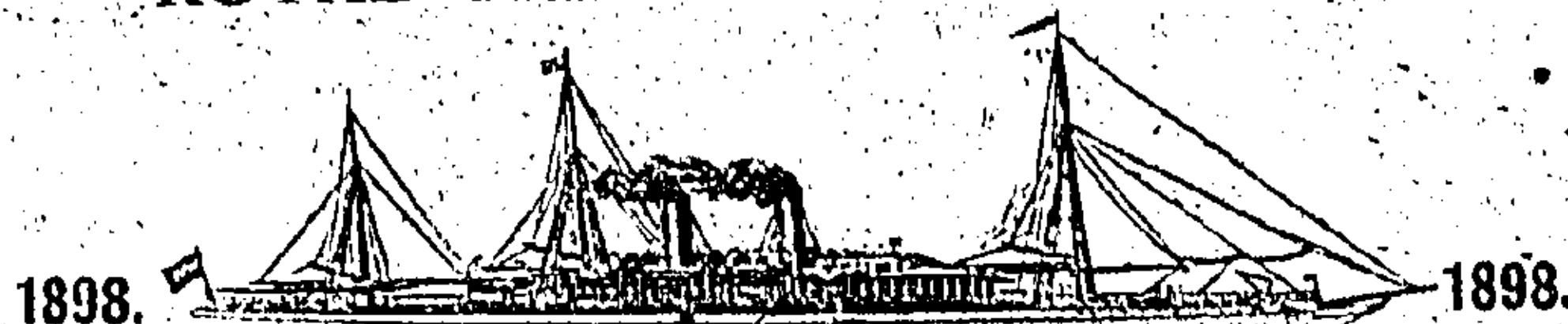
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb, 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Peddler's Street.

Hongkong, 16th January, 1899.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 7th Feb, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 4th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 30th March, at Noon.

THE Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 7th February, at NOON, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 16th December, 1898. [1310]

EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at FLITCHER &amp; Co's PHARMACY, (Opposite the HONGKONG HOTEL), Business Hours: 9 a.m. to 5 p.m.

A great proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVISE FREE.

Hongkong, 3rd April, 1895. [28a]

## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
D. RICKMERS.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	6th February. Freight.
*SARNA.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 15th February. Freight and Passage.
SILESIA.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 16th February. Freight and Passage.
Belorus.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	March. Freight.
SUEVIA.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 20th March. Freight.
Foerck.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	March. Freight.
WITTENBERG.....	HAVRE, HAMBURG/BREMEN. (LONDON with transshipment in HAMBURG)	About 31st March. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPEES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 16th January, 1899. [98]

## U.S. MAIL LINE. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 26th Jan, at Daylight.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 10th Feb, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 14th March, at Noon.

THE U. S. Mail Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on THURSDAY, the 26th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid for fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 13th January, 1899. [2]

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION)

Preussen..... Wednesday 1st Feb.

Sachsen..... Wednesday 1st March.

Bayer..... Wednesday 29th March.

Prinz Heinrich..... Wednesday 26th April.

Preussen..... Wednesday 24th May.

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain C. Heintze, with MALES PASSENGERS SPECIE &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 30th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS &amp; Co., Agents.

Hongkong, 6th January, 1899. [27a]

Printed and published by ETHELHERT FORBES SKETCHLEY, at No. 6, Peddler's Hill, in the City of Victoria, Hongkong.

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, SATURDAY, the 21st instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 19th January, 1899. [100a]

## Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers first-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor &amp; Manager.

Hongkong, 3rd April, 1895. [21]